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6 December 1955

MEMORANDUM FOR: Mr. Richard M. Russell, Jr.

SUBJECT: Resumé of Watertown Construction, November 19 - 29, 1955

1. Two and one-half days (17 - 19 November) were spent with AEC and Reynolds engineers at the Las Vegas AEC office in laying out plans for the parking aprons and tie downs, dispensary addition and other work and programming the work for the shut down period.

2. On Friday, 18 November, [redacted] flew into Nellis AFB bringing with him the rough sketch layout of the dispensary addition prepared by [redacted] Reynolds engineers incorporated these sketches into working drawings. Occurrences of the air accident on the previous day resulted in some delay in obtaining requirements and preparation of plans for the dispensary and tie downs, however, these problems were resolved to fit the ultimate schedule.

3. Saturday (19 November). I proceeded to the site. Surveyors were staking out the parking aprons and taxiway. Grading equipment, cranes, loaders, concrete mixer and other items had been moved to the site. The control tower structure, fabricated at Mercury, was erected in place. The ladders and security tower also fabricated in Mercury were at the site ready for erection. The quonset building had been erected and the steel framing for the warehouse building was started 19 November.

4. Approximately 60 contractor's personnel were billeted at the camp. Economical construction operations and the capacity of the camp precluded the use of a larger construction force over the 12-day shut down period.

5. Grading operations on the taxiway and aprons started Sunday, 20 November. Because of the cold temperatures which reached 6° F. at night, it was necessary to construct the parking aprons and taxiway using hot mix asphaltic concrete paving in lieu of the cold road mix paving material used on the strip last summer. A stock pile of gravel was excavated from the pit at the south end of the strip and Monday night, 21 November, the hot mix plant arrived at the site and was assembled for operation. Because of the poor subgrade material at the location of the aprons and taxiway, a 6 inch base course of pit run gravel was placed and compacted to receive the paved surface. Concrete parking pads equipped with tie downs were placed on each of the aprons to accommodate three C-47's, four T-33's and three [redacted] An

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additional run-up pad was constructed and the east run-up pad was enlarged to accommodate the parking of a C-54 or C-124. The apron and pad at the southwest end of the taxiway was constructed to accommodate either a fourth C-47 or a T-33. The aprons are constructed to permit the C-47's and T-33's to be taxied on and off the parking pads..

25X1 6. Approximately 150 tie downs were installed in accordance with requirements established by [redacted] Procurement time and special adaptation of the tie downs required box forms to be placed at the tie down location to permit concrete pouring. When the concrete had set, holes were then drilled through the box forms to receive the tie-downs which were concreted in place.

7. The Project work to be accomplished during the 12 continuous day shut down period was as follows:

Photo lab addition (including air conditioning and  
dehumidification)  
Parking aprons, tie downs and taxiway  
Control tower  
40 x 100 warehouse building  
Security post on water tower  
20 x 40 classroom building  
Procurement of 20 trailers  
Utilities (trailers, classroom, warehouse, photo lab, control  
tower, etc.)  
Dispensary addition.

8. Other items of work authorized under separate work orders, but also accomplished during this period include:

Painting interior of 2 dormitories  
Miscellaneous sinks and cabinets--dispensary  
Water line from well #2  
Compressor slab - H-1  
Installation of mono rails and hoists in H-2 and H-3.

25X1 9. All work was completed within the allowed period except interior finish of the dispensary and photo lab additions which was arranged to be completed with cleared personnel upon arrival of the necessary mechanical equipment and at the convenience of [redacted] Four trailers had arrived prior to my departure and the balance arrived on or about 30 November. These were to be installed including blocking, skirting and connecting utilities (water, sewer, electrical and fuel tanks) as they arrived.

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10. Insufficient time was available to obtain oil and place a seal coat on the taxiway and aprons. It is recommended that this be done at the earliest practicable date preferably before the onset of bad weather. Estimates obtained for this work ranged between \$600 and \$1,000.

11. Water resources for the camp indicate a total production capability of 30 to 35 gallons per minute from the two wells. Reynolds and AEC were asked to maintain a running record of the wells by actual periodic checks in order that we may be fully forewarned of any indication of depletion of the wells. The present production will support a population of 200 persons at a per capita usage of approximately 200 gallons per day. This may be marginal during summer months.

12. Measures are being taken by Reynolds to replace the test pump in well #2 with a permanent pump, as the development of this well appears to have reached its stabilization.

13. The present water storage facility is the 20,000 gallon elevated tank. It is believed that additional storage may be required (probably ground level storage in conjunction with the elevated tank) for insurance against failure of the system and also for fire protection. It is recommended that AEC engineers submit a study of this facility.

25X1 14. The Strip is holding up very well under present usage. Mr. [redacted] advised me he had conducted up to 20 flights per day (probably not all of these from the strip). Under increased usage, it is probable that the strip will show deterioration over a period of time. No specific recommendations can be made at this time regarding the strip other than continued observation and maintenance to prevent its deterioration.

15. With the work substantially completed and upon assurance that the remaining program schedules were being met, I departed from the site on 28 November to attend to other Agency business in San Francisco.

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25X1 cc: J. A. Cunningham, Jr.  
[redacted]

PCS:DCI:ATD:bm

0 - Addressee

1 - OJR

1 - JAC, Jr. 80180100

1 - Chron

1 - Reading